CONTENTS

Rev								
	Prepared By		Checked By		Approved By		Date of Issue	
1.0.0	AM/CB		TW		TW		31.10.2022	

3. THE PROPOSED DEVELOPMENT

3.1.1 This Chapter describes the elements that constitute the Proposed Development. It provides a description of the key components and information regarding the construction, operation and maintenance of the Proposed Development.

3.2 Description of the Proposed Development

3.2.1 The proposed works would involve the construction of a new 132 kV wood pole (H Pole) OHL and sections of UGC, between the Bhlaraidh Extension Wind Farm on-site substation and Fort Augustus substation, as illustrated on **Figure 3.1 and Figures 3.3 – 3.6**. This is the most economical option which minimises access requirements and environmental impacts during construction due to reduced foundations.

3.2.2 The connection into Bhlaraidh Extension Wind Farm on-site substation (approximately 3 km in length) and Fort Augustus substation (approximately 2 km in length) would be formed of UGC given technical constraints around the wind farm and stakeholder feedback regarding forestry near Fort Augustus substation. These works would be undertaken under the Applicant's Permitted Development rights as a Statutory Undertaker[1] and as such are not assessed within the main body of the EA Report. The environmental effects of the installation of the UGC sections are considered within **Appendix 1.1.** The construction methods for installation of UGC are detailed within this Chapter (see Section 3.4) and the baseline descriptions within each of the technical chapters (see Chapters 4 to 9) include the UGC sections of the connection.

3.2.3 For the purposes of this EA Report, the Proposed Development therefore comprises those elements requiring Section 37 consent and / or deemed planning permission[2]:

- Approximately 14.5 km of 132 kV OHL, to be supported by trident H wood poles, between a location around 3 km to the south-west of the Bhlaraidh Extension Wind Farm on-site substation (approximate grid reference 237598, 819319) and a location around 2 km to the north-west of Fort Augustus substation (approximate grid reference 234270, 810070);
- Sealing end structures to transfer the OHL connection to UGC; and
- Ancillary development required to facilitate the construction and operation of the Proposed Development would include tree felling and vegetation clearance, temporary measures to protect road and water crossings upgrades to existing access tracks and existing access points, new temporary access routes (i.e. Trackway, where required), permanent stone hardstanding areas and associated access track and working areas around infrastructure to facilitate construction.

Limit of Deviation

3.2.4 A Limit of Deviation (LoD) defines the maximum extent within which a development can be built.

3.2.5 It should be noted that the design of the Proposed Development described within the EA Report has been established following the identification of detailed environmental and technical considerations. The design process has involved carrying out ground investigation works along the route to determine ground conditions. There is therefore a high degree of certainty with respect to the location of infrastructure, as presented within this EA Report. Nevertheless, it is possible that further micro-siting may be required during the construction process to reflect localised land, engineering and environmental constraints, and therefore the LoD provides some flexibility in this regard.

[1] The Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (Class 40)

[2] Section 57(2) of the Town and Country Planning (Scotland) Act 1997, as amended

3.2.6 A 100 m LoD (i.e. 50 m either side of the alignment) is sought to allow for micro-siting during construction. The LoD allows poles and cabling to be relocated up to 50 m either side of the centreline of the proposed alignment, as shown on **Figure 3.1**. Access tracks and their respective LoDs are also shown on **Figure 3.1**.

3.2.7 An operational corridor is required through areas of woodland and commercial forestry to ensure the safe operation of the OHL. The width of the operational corridor would be variable depending on the nature of the woodland but would typically require a distance of 36 m either side of the OHL through coniferous forestry and 25 m either side of the OHL through broadleaved woodland. Therefore, in areas of woodland or commercial forestry, an extension to the OHL LoD may be required for felling operations. Similarly, for any sections of new tracks (temporary) a 15 m corridor is required either side of the track. As such, an extension may be required around new access track LoDs in areas of commercial forestry or woodland for felling operations, where these are situated outwith the OHL LoD.

3.3 Proposed Overhead Line

3.3.1 As displayed on **Figure 3.1**, the Proposed Development would originate at a point north of Levishie forest where the UGC from the Bhlaraidh Extension Wind Farm on-site substation would change to OHL. From this point, it would head south following the west side of the existing access track into Levishie forest, and then turn to the south-west near the residences at Bhlaraidh north of the A887. It would continue south-west towards the quarry continuing along the north side of the A887. It would cross to the south side of the A887 and the River Moriston approximately 1.2 km downstream of the Dundreggan Dam. It would then turn westward and follow a heading roughly parallel to the river along the north edge of Portclair Forest to the existing wayleave corridor. As it meets the existing wayleave corridor, it would pass beneath the existing 132 kV OHL to the east of the Beauly – Denny OHL and take a path south-east between the two existing OHLs. It would continue to travel along the rough centreline between the two, until near the point at which they converge, approximately 2 km from Fort Augustus substation where the OHL would terminate at the proposed sealing end structure.

H Wood Poles

3.3.2 The proposed H pole is based on a Trident design requiring a matched pair of poles erected 2.5 m apart with supporting crossarm steelwork linking the poles at the top. The proposed H wood pole would range from 10 m and 15 m in height above ground level (including insulators and support), depending on ground conditions and topography. The OHL would be composed of a combination of suspension poles, angle / tension poles and terminal poles:

- Suspension poles: these are used for straight sections of OHL where there is no need to terminate the conductor;
- Angle poles: these are used either in-line, where there is a need to terminate the conductors, and / or where there is a need to change the orientation of the OHL; and
- Terminal poles: these are used where there is a requirement to terminate the OHL on to an UGC at a sealing end structure.

3.3.3 A photograph of a typical H pole is provided in **Plate 3.1**.

Plate 3.1: Typical H Pole

Conductors and Span Length

3.3.4 Three conductors in horizontal formation and made from all aluminium alloy would be strung between each H pole forming a single circuit. Stays would be required at angle poles and in areas of soft ground. The spacing between individual poles would vary depending on topography and altitude and would be determined after a detailed line survey but would be approximately 70 m to 100 m apart.

Sealing End Structure

3.3.5 Cable Sealing End (CSE) structures would be required to facilitate the transitions from UGC to OHL and vice versa. As part of the Proposed Development two CSE structures are proposed (see **Figure 3.1**). The sealing end structures would accommodate the sealing end equipment and downleads mounted on wood poles. Cables would emerge from below ground and would be affixed to the structure. The cables would be enclosed in protective boxing and anti-climb measures would be installed on the structure for safety reasons. The exact design of the sealing end structure would be confirmed by the Principal Contractor. A typical sealing end structure is shown on **Plate 3.2** below.

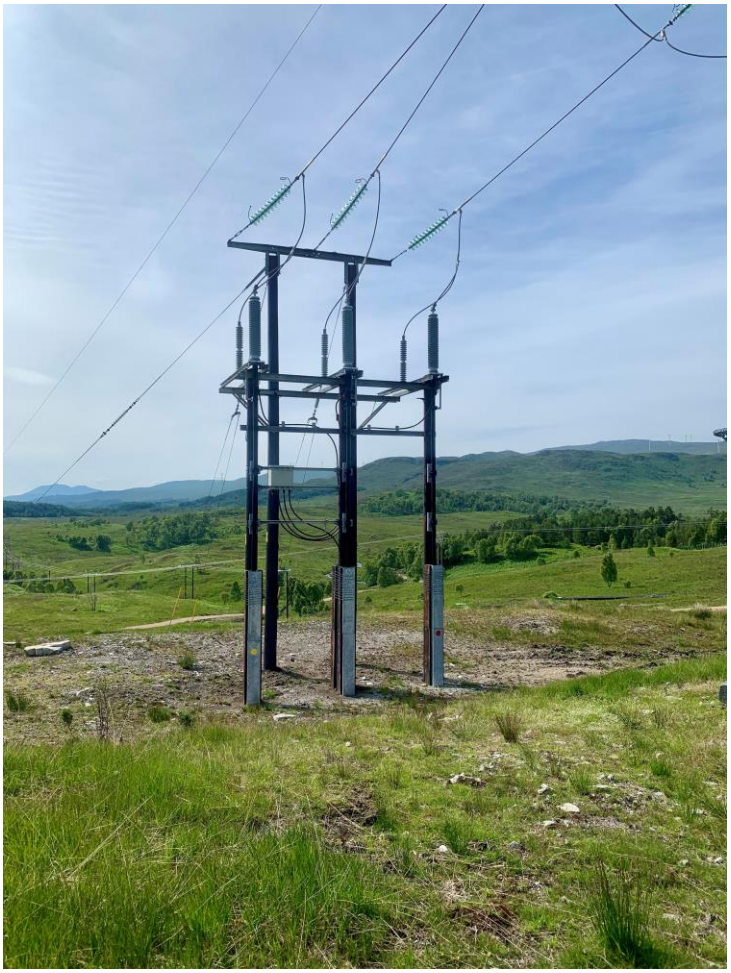

Plate 3.2: Typical Sealing End Structure

3.4 Proposed Underground Cable

3.4.1 As stated above, the UGC works that fall under the Applicant's permitted development rights include approximately 3 km to connect into the Bhlaraidh Extension Wind Farm on-site substation and approximately 2 km to connect into Fort Augustus substation. The cable alignments are shown on **Figure 3.1**, along with their LoD of 100 m. Cables would be installed through open cut trench techniques. Given the length of the cable sections joint bays would be required at regular intervals along the length of the cable. These would comprise an underground concrete lined structure approximately 9 m in length, 3.5 m wide and 2 m deep. A single above ground link pillar is required within 10 m of each joint bay, which would be protected by stock proof fence. **Plate 3.3** illustrates a typical above ground pillar.

Plate 3.3: Typical Link Pillar

3.4.2 Once all trenching has been complete, the ducting installed and backfilled, and a joint bay constructed at either end of the cable section, the cable installation process can begin. The cable is coiled on to a cable drum to allow for transportation from the manufacturing plant to the site location. This drum is then loaded on to a cable installation trailer which allows the drum to rotate and the cable to be pulled from the drum. The drum is positioned at a joint bay at one end of the cable section and a winch is positioned at the joint bay at the opposite end of the cable section. A steel wire bond attached to the winch is drawn through the duct until it has reached the joint bay at which the cable drum is positioned. Following pre-installation checks, the cable can be drawn through the duct.

3.5 Construction Programme

3.5.1 It is anticipated that construction of the Proposed Development would take place over a 22 month period, following the granting of consents.

3.5.2 Key tasks during construction of the Proposed Development would relate to:

- Establishment of a temporary construction compound;
- Establishment of suitable laydown areas for materials and installation of temporary track solutions, as necessary;
- Upgrades to existing tracks (if required) and limited new stone tracks;
- Identification and formation (if required) of parking areas for construction workers to ensure safe parking prior to transfer to tracked all-terrain vehicles (ATVs);
- Felling of trees and tree stump removal along the alignment of the OHL;
- Delivery of structures and materials to site;
- Assembly and erection of wood pole structures and stays; and
- Stringing of conductors using hauling ropes and winches.

3.5.3 Installation of the wood poles would involve the following tasks:

- Excavation of a suitable area for the wood poles, and backfilling after installation of the pole (backfilling would generally be carried out the same day as excavation so that no open excavations are left overnight). The exact area would depend on the ground conditions at each pole;
- In some pole locations, it may be necessary to add imported hardcore backfill around the pole foundations to provide additional stability in areas where the natural sub soils have poor compaction qualities;
- Conductors would be installed on the wood poles using full tension stringing to prevent the conductor coming into contact with the ground; and
- Remedial works would be carried out to reinstate the immediate vicinity of the structures, and any ground disturbed, to pre-existing use. This would be undertaken using excavated material.

3.5.4 Installation of sections of UGC would involve the following tasks:

- Establishment of a working corridor approximately 30 m wide, centred on the cabling centreline;
- Excavation of a trench up to 2 m in depth and 1.3 m wide, widening through benching and battering where stability and safety concerns arise, and allowing additional space for cable joint bays, where required;
- Clearing out all materials likely to damage cable ducts, e.g. clods, rocks, stones and organic debris, and employ pumps to remove any water;
- Installing ducts within the trench, surrounded by a stabilised backfill material and covered with native backfill;
- Construction of cable joint bays, where required;
- Installation of cable through the ducted sectioning of the cable ends within the joint bay; and
- Reinstatement of excavated surface layers in reverse order and placement of marker boards / posts above the cable line / joint bays at appropriate locations.

3.6 Construction Environmental Management

3.6.1 All works will be carried out in accordance with the following:

GEMPs

3.6.2 General Environmental Management Plans (GEMPs) have been developed by the Applicant. The GEMPs considered relevant for this project are identified in **Appendix 3.1**.

SPPs

3.6.3 Species Protection Plans (SPPs) have been developed by the Applicant and have been agreed with NatureScot. These can be found in **Appendix 3.2**.

CEMP

3.6.4 A contractual requirement of the Principal Contractor would be the development and implementation of a Construction Environmental Management Plan (CEMP). This document would detail how the Principal Contractor would manage the site in accordance with all commitments and mitigation detailed in the EA Report, statutory consents and authorisations, and industry best practice and guidance. **Chapter 10** of this EA Report provides a summary of all mitigation measures identified within this EA, and this will be updated as required following further consultation and consent conditions.

3.6.5 The CEMP would also reference the aforementioned GEMPs and SPPs. The implementation of the CEMP would be managed on site by a suitably qualified and experienced Environmental Clerk of Works (ECoW), with support from other environmental professionals as required. SSEN Transmission would undertake monthly inspections and quarterly audits to ensure compliance with the CEMP.

3.7 Construction Practices and Phasing

Phase 1 - Enabling works

Works to Existing Distribution Network

3.7.1 Works would be required to the existing 33 kV distribution network within some areas to facilitate safe working and operating conditions given the proximity of the distribution network to the Proposed Development. It is anticipated that these distribution assets would be realigned or undergrounded to make way for the Proposed Development.

Road Improvements and Access

3.7.2 Vehicle access would be required to each pole location for the creation of foundations and to facilitate pole installation, and along the length of the UGC trench during construction. Detailed access proposals would be developed by the Principal Contractor. However, access arrangements would be likely to include the following:

- Existing accesses from the public road and tracks would be used during construction wherever possible including forestry tracks and those that serve local properties. Some minor improvements would be anticipated to some of these access points and tracks, including vegetation clearance, localised small scale widening and running surface improvements.
- Where no existing tracks can be used, new access routes would be identified by the Principal Contractor in conjunction with landowners. In good ground conditions low ground pressure vehicles would be used. Temporary Trackway systems would be utilised in boggy / soft ground areas where required. In particular, in areas where peat depth is greater than 1 m or where sensitive habitats have been identified, use of temporary Trackway would ensure hydrological connectivity is maintained and avoid compaction of the peat or substrate below. These journeys would be kept to a minimum to minimise disruption to habitats along the route.

3.7.3 Where upgrades are identified as being required to existing access points from the local road network, further consultation will be undertaken with The Highland Council (THC) Road Department. Access along key routes would be maintained throughout the construction period to ensure no restriction of regular traffic. **Figure 3.1** displays the locations of existing access tracks to be used or upgraded and indicative new temporary access routes, including the use of Trackway panels where required. Access between poles would also be required, most likely by ATV and / or Trackway panels. **Figure 3.1** denotes primary access, comprising public roads, and secondary access, comprising site access options utilising existing access tracks or outlining routes for ATV and / or Trackway panels.

Forestry Removal

3.7.4 An operational corridor would be required to enable the safe operation and maintenance of the OHL. This would vary depending on the type of woodland (based on species present) in proximity to the OHL, as noted in paragraph 3.2.7 above, and the height of support structures used within each woodland area. In areas of native woodland it is usually possible to provide a narrower corridor due to a reduced risk of trees falling on the OHL. While the Proposed Development has been designed to minimise woodland felling requirements where practicable, construction would require the removal of sections of woodland, which would be undertaken in consultation with Scottish Forestry and affected landowners. Where possible, pole locations would be micro-sited to further reduce woodland removal. In addition, the project would seek to adhere to Scottish Government's Control of Woodland Removal Policy.[3]

3.7.5 After felling, any timber removed that is commercially viable would likely be sold and the remaining forest material would be dealt with in a way that delivers the best practicable environmental outcome and is compliant

[3] Forestry Commission Scotland (2009) Control of Woodland Removal Policy

with waste regulations. Compensatory Planting will be undertaken for woodland removed as a direct result of the project.

3.7.6 Forestry considerations are discussed further in **Chapter 11: Forestry.**

3.7.7 Woodland Reports are provided within **Appendix 9.2 and 9.3** detailing tree clearance techniques, operational corridor extents, and a breakdown of areas and timber volumes.

Phase 2 – Construction works

Foundations

3.7.8 The foundations for trident H wood poles comprise an excavation approximately 4 m long and 2 m wide for each pole. The total construction area may extend to 8 m by 8 m. Excavated turf and sub soils would be stacked separately according to type so that they can be replaced in reverse order, with the turf being replaced on top. Some backfilling may require the addition of hardcore to provide additional stability in areas where the natural sub soils have poor compaction qualities.

3.7.9 Where shallow rock is encountered along the route, this would require a pecker to break into the rock to a sufficient depth of around 2.5 m.

3.7.10 Stays, where required, would be installed at the same time as a pole is erected, involving the placement of a wooden sleeper block beneath the surface at a depth of approximately one metre.

3.7.11 Where very soft ground conditions are unavoidable, the use of "bog shoes"[4], comprising additional sleepers attached horizontally across the poles below ground, may be required. This would increase the excavated area between the poles.

H Pole Construction

3.7.12 Pole structures would be assembled completely within the laydown areas laid out prior to transportation to the required locations. The assembled pole structures would be moved directly from the assembly areas and erected utilising one or two excavators, dependant on the complete H pole assembled weight. Stays would be installed at angle and terminal poles and potentially on cross slopes for stability.

3.7.13 Pole erection teams would consist of five to six operatives per team, each equipped with two tracked excavators, specialist tracked ATVs, rock breaking equipment and excavation formwork.

[4] 'bog shoes' typically consist of large sections of timber, similar in size to railway sleepers, being bolted to pole foundations to increase their width by 2 to 3 m, see images below

Conductor Stringing

3.7.14 The conductor would be delivered to site on wooden drums in pre-determined pulling section lengths. Prior to stringing the conductors, temporary protection measures (e.g. netted scaffolds or traffic management such as stop and go boards) would be required across public roads and existing access tracks. Conductor stringing equipment (i.e. winches, tensioners and ancillary equipment) would be set out at either end of pre-selected sections of the OHL.

3.7.15 A typical stringing team would consist of approximately 12 operatives. The route would be split into manageable sections, temporary backstays installed and pilot ropes pulled out through the section to be strung. The conductor drums would be mounted on stands at one end of the section to be strung and the conductor fed around a tensioning machine. At the opposite end the pilot rope would be fed around the puller winch bullwheels, prior to pulling. The tensioner would maintain the correct tension throughout the conductor pulling whilst the puller provides the 'pull'. Once the new conductor reaches the puller the conductor pulling would be stopped. The conductor would be terminated at the puller end and tensioned by the tensioner. This process would be repeated until the complete section has been sagged and made off to specified design tensions.

3.7.16 In challenging sections, or to minimise the use of new temporary access panels, a helicopter can be utilised to assist with stringing conductors. It is anticipated that any necessary consents (e.g. planning consent or CAR authorisations) required for additional accesses or site establishment during construction would be acquired by the Principal Contractor.

UGC Installation

3.7.17 A working corridor of approximately 30 m would be required during the installation of the 132 kV underground cables. The proposed cabling would comprise one electrical circuit in a single trench comprising of three phases (cables) in a ducted trefoil (triangular) formation. There would also be one fibre duct installed within the trench. The trench would be approximately 1.3 m wide and 2 m in depth. In some instances, the trench could be made wider (through benching and battering) for stability and safety of the workforce. Alternative trench and duct arrangements may be employed for short lengths (<20 m) for specialist crossing locations such as crossing other cable circuits, crossing beneath palisade fencing, areas of peatland etc.

3.7.18 The trench bottom would be uniform with adequate clearance on each side of the ducts and be free from roots, organic debris, clods, rocks, stones, and other materials likely to cause damage to the cable duct.

3.7.19 Trench walls would be supported appropriately where necessary to ensure trench stability. Excavations would be kept free from water by use of mobile pumps, with water pumped to a suitable location as agreed on site by the Environmental Clerk of Works (ECoW) and in accordance with SSEN Transmission's GEMPs. Drainage design measures to ensure the discharge would not result in pollution to surface water will be set out in the Construction Environmental Management Plan (CEMP).

3.7.20 All excavated material would be carefully stored a minimum of 10 m and downslope of any adjacent watercourse with particular care taken to prevent any risk of runoff or windborne dry sediment being discharged into the watercourses.

3.7.21 Engineered backfill would be placed around the cable ducts in appropriate layers to protect the cable from accidental damage, and to ensure the desired cable rating is achieved. A 75 mm minimum bedding layer of stabilised backfill would be laid in the trench to provide bedding for the ducts. Marker boards would then be placed on top of the engineered fill. Excavated material would then be placed on top of the marker board and compacted in place.

3.7.22 Reinstatement of the surface layers would be completed by returning the remaining excavated material to the trench in layers, in reverse order with the existing vegetation placed on the trench where possible.

3.7.23 Due to the length of the cable sections there would be requirements for inline joint installation. A joint bay (where lengths of cable are joined) would be required at points along each length, as determined by the particular cable type and ground conditions. The joint bay excavation would be approximately 14 m long by 4 m wide by 2 m deep. A concrete plinth would be constructed within the joint bay excavation to facilitate the cable joints. The bay could be wider if the trench side were to be battered back. The cable design would have a bonded earthing arrangement which would have either above ground link pillars or boxes installed below ground in an accessible concrete chamber.

Phase 3 – Commissioning

3.7.24 The OHL and support poles would then be subject to an inspection and snagging process. This would allow the Contractor and SSEN Transmission to check that the works have been built to specification and are fit to energise. The Proposed Development would also go through a commissioning procedure for the switchgear, communications and protection controls for the substations at the Bhlaraidh Extension Wind Farm and Fort Augustus. The circuits would then be energised from the substations.

Phase 4 – Reinstatement

3.7.25 Following commissioning of the Proposed Development, it is anticipated that all areas disturbed during construction would be reinstated. Reinstatement will form part of the contract obligations for the Principal Contractor and will include the removal of all temporary access tracks, all work sites around the pole locations and the re-vegetation of laydown areas.

3.7.26 Reinstatement principles would be in accordance with the SSEN Transmission's GEMP and best practice measures and mitigation proposals recommended by the environmental professionals undertaking the assessment which would be incorporated into the project CEMP.

3.8 Construction Employment and Hours of Work

3.8.1 SSEN Transmission considers it important to act as a responsible developer with regards to the communities which host the construction works. The delivery of a major programme of capital investment provides the opportunity to maximise support of local communities. Employment of construction staff would be the responsibility of the Principal Contractor; however, the Applicant would encourage the Principal Contractor to make use of suitable labour and resources from areas local to the Proposed Development where possible.

3.8.2 Construction activities would in general be undertaken during daytime periods only. This would involve work between approximately 07:00 to 19:00 in the summer and 07:30 to 17:00 (or as daylight allows) in the winter, seven days a week.

3.8.3 Any variation in these working hours would be agreed in advance with THC.

3.9 Construction Access

3.9.1 Construction of the Proposed Development would give rise to regular numbers of staff transport movements, with small work crews travelling to work site areas. It is anticipated that the Principal Contractor would identify a single main compound area, with a safe area for parking away from the public highway. The obtaining of any necessary planning consent or other authorisations required for the site compound would be the responsibility of the Principal Contractor. A transport assessment relating to the Proposed Development is included in **Appendix 3.3**.

3.9.2 Construction access would utilise existing forestry or estate tracks where possible. Vehicle movements may be required to upgrade accesses and tracks; deliver the foundation and pole components and conductor materials to site; transportation of the workforce; delivery and setup of the mobile welfare facility units; and deliver and collect materials and construction plant from the main site compound and to individual pole locations.

3.9.3 The Principal Contractor would determine where access is required, and for which items of plant, and prepare a Construction Traffic Management Plan (CTMP) in consultation with SSEN Transmission and the local roads authority. To address potential impacts from construction traffic and describe all mitigation and signage measures that are proposed on public road accesses, a CTMP would be prepared pre-construction in consultation with THC and Transport Scotland. Access along or crossing Core Paths, or any recreational routes would be managed via an Outdoor Access Plan, which would form part of the CTMP. The CTMP implemented for the works would be reviewed throughout the project and updated as necessary.

3.9.4 Local roads which would be utilised during construction by general construction traffic are shown on **Figure 3.1**. Traffic management measures would be required, whilst some upgrading of existing access tracks may be necessary.

Site Access Arrangements

3.9.5 A short section (approximately 20 m) of new permanent access track will be required to connect one (of two) proposed CSE hardstanding areas to an existing access track (shown on **Figure 3.1**). No other permanent new stone tracks would be required to facilitate site access by construction vehicles for the OHL. Low ground pressure bearing vehicles would be employed for transport of components to the OHL. Where required, Trackway panels would be utilised to provide a temporary surface for construction vehicles. Some temporary tracks would also be required to facilitate the construction of the UGC. It is anticipated the requirements for this would be determined at the detailed design stage.

Abnormal Loads

3.9.6 No abnormal loads are anticipated to be required for transport of components for the Proposed Development. All vehicles associated with construction would be below the criteria for abnormal loads, as defined by the UK Government[5].

Potential Traffic Mitigation

3.9.7 In order to minimise potential traffic effects, the following good practice measures, forming embedded mitigation, would be put into place:

- Driver induction: all contractor drivers would take part in an induction briefing, covering the contents of the Construction Traffic Management Plan, and be updated as required or on a planned basis.
- Driver rotation: drivers and operators of construction vehicles would follow shift patterns allowing appropriate breaks and off days, reducing the risk of accidents.
- Travel times: journeys would be planned so as to avoid passing locations such as schools during opening and closing times or places of worship during services.
- Emergency access: access for emergency vehicles would be maintained at all times.
- Debris control: monitoring and measures would be put in place to ensure site debris is not transferred onto public roads by construction traffic.
- Inspection regime: inspection of construction vehicles and local roads would be carried out at regular periods to ensure safe operations.

[5] GOV.UK. (2019). *Transporting abnormal loads*. [online] Available at: https://www.gov.uk/esdal-and-abnormal-loads [accessed 16 April 2019].

- Travel arrangements: where practical, employees involved with construction of the Proposed Development should live locally to minimise the number of journeys required.
- Public access: where practicable, site operations will not restrict of obstruct public rights of way. Where this cannot be avoided, obstruction time would be minimised and an alternative route established.

3.10 Operation and Maintenance

3.10.1 In general, an OHL requires very little maintenance. Regular inspections are undertaken to identify any unacceptable deterioration of components, so that they can be replaced.

3.11 Decommissioning

3.11.1 The operational life of the Bhlaraidh Extension Wind Farm is anticipated to be 25 years. The operational life of the infrastructure proposed as part of the Proposed Development is 40 years. If the Proposed Development were to be decommissioned all components of the OHL, inclusive of wood poles, conductors and fittings, would be removed from site and either recycled or disposed of appropriately. A method statement would also be agreed with THC setting out the detail of the decommissioning process. However, efforts would be made to repurpose the OHL for future connections prior to any decommissioning. Consent to be applied for is in perpetuity and therefore a financial guarantee is not appropriate.